(c) The information is being collected and will be laid on the Table of the Sabha.

Speed of Trains

2837. SHRI R.P. GOENKA: Will the Minister of RAILWAYS be pleased to state:

(a) whether is is a fact that while the world average speed for passenger train movement is 300 kmph and freight trains is at 200 kmph, such speeds in India are placed at 162 kmph and 75 kmph, respectively;

(b) if so, the specific reasons identified for the low average speeds in India; and

(c) the steps being taken to improve these speeds, including the details of phased measures contemplated in this direction?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) to (c) Ministry of Railways does not have any official record about the speed potential of freight and passenger trains operating on foreign railway systems. As per Jane's World Railways 1998-99 publication, the fastest Highspeed Passenger Trains in the world are normally operating in the speed range of 275 to 300 kmph. The maximum speed recorded by high speed passenger trains in Japan is between 260—275 kmph. In the freight category, the Japanese Railways has Rolling stock capable of running at a speed of 130 kmph.

Indian Railways has capability to run Passenger trains in the speed range of 130—140 kmph and the goods trains in the speed range of 75—100 kmph.

The reason for lower speed potential of passenger trains is that Indian Railways operate in a mixed traffic environment, where slow moving passenger and goods trains and also fast moving Express trains run on the same track. In foreign countries such fast services are run on dedicated track with hightly sophisticated equipments. Investments in such services call for massive funds in dedicated infrastructure and corresponding maintenance facilities. Such ventures

require very high volumes and paying capacity.

Ministry of Railways is contemplating increasing the speed of good trains to 100 kmph to reduce the speed differential between passener & freight trains.

Gauge Conversion of Kadur-Sakleshpur and Mysore-Chamaraj Nagar Sections

2838. PROF. A. LAKSHMISAGAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Karnataka Government has requested to include Kadur-Sakaleshpur had Mysore-Chamaraj Nagar for gauge conversion;

(b) if so, whether these requests have been considered;

(c) if so, the details thereof; and

(d) which are the other pending proposals requested by the Karnataka Government?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) to (c) The work of new line from Kadur to Sakleshpur and gauge conversion of Mysore-Chamarajanagar are already included in the railway budget. On Kadur-Chikmagalur-Sakleshpur project, earthwork and bridges on part of the length between Kadur-Chikmagalur are in progress. For Mysore-Chamarajanagar project, requisite clearances have been obtained and preparation of plans and estimates have been taken up.

(d) Some of the proposals received from Government of the Karnataka during last 3 years are as under:-

1. Mysore-Mangalore and Mysore-Tellicherry New Line.
2. Medikeri-Chennarayapatna and Kushalnagar-Chennarayapatna New Line.
3. Doubling & electrification of Ramanagram-Mysore section.